



GREAT STREETS FRAMEWORK PLAN



Government of District of Columbia
Anthony A. Williams, Mayor



District Department of Transportation
Michelle Pourciau, Director

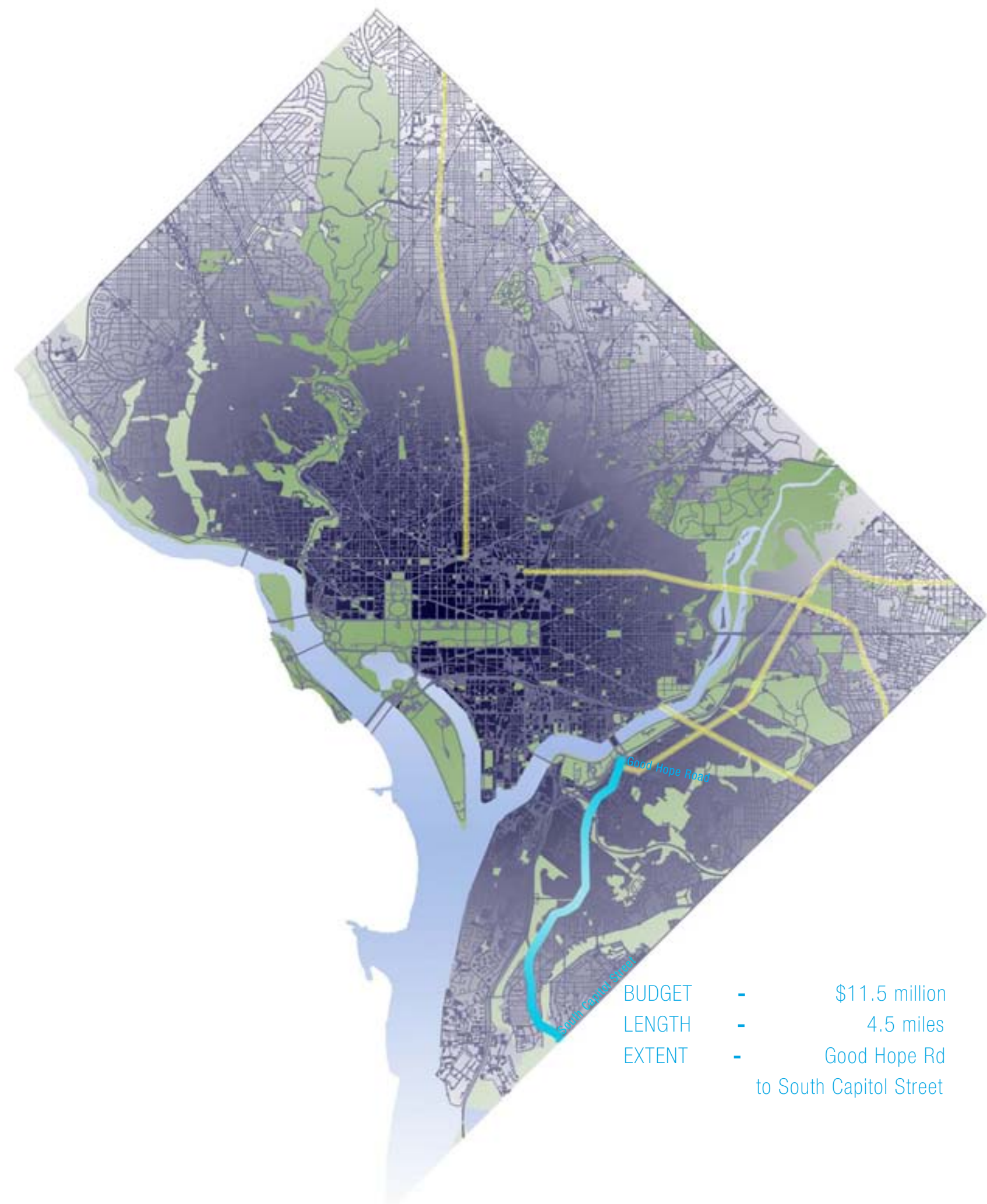
MLK JR. AVENUE / SOUTH
CAPITOL STREET

THE GREAT STREETS PROGRAM INVOLVED THE PUBLIC AND COMMUNITY MEMBERS IN A VARIETY OF PROJECT TASKS SUCH AS ANALYSIS, DISCUSSION, WORKSHOPS, IDEA PROCESSING, BUDGETING, AND DESIGN RECOMMENDATIONS.

MLK Jr./ South Capitol Street SE

Table of Contents

PROGRAM GOALS	F-2
PRINCIPLES	F-2
A FRAMEWORK FOR CHANGE	F-4
HISTORY AND CONTEXT	F-6
EXISTING TRANSPORTATION ASSESSMENT	F-7
OTHER INITIATIVES and MARKET POTENTIALS	F-8
Summary of Planning/ Urban Design Study Recommendations	F-8
Areas of Investment	F-9
TRANSPORTATION RECOMMENDATIONS	F-10
Right of Way Configuration:	F-10
Pedestrian Facilities:	F-10
Bike Facilities:	F-10
Transit Facilities:	F-10
Vehicle/Parking Facilities:	F-11
HISTORIC ANACOSTIA/BARRY FARMS	F-12
I-295 & Howard Road SE	F-12
CONGRESS HEIGHTS and NEIGHBORHOOD RETAIL	F-14
Lebaum Street SE to Alabama Avenue SE	F-14
ATLANTIC STREET RETAIL	F-16
Halley Place SE to Chesapeake Street SE	F-16
BELLEVUE GATEWAY SEGMENT	F-18
Elmira Street SW to Forrester Street SW and Livingston Rd SE to Southern Ave	F-18
STREETSCAPE TREATMENT	F-20
ACTION PLAN	F-22
ACTIONS PLANNED TO DATE	F-23
ACKNOWLEDGEMENTS	F-24



Great Streets is a multi-agency program that strategically uses public investments to improve local quality of life and to attract private investment to communities. The corridors that are identified as the first phase of the Great Streets Program are not only vital to the community development of local neighborhoods but are also key to enhancing the District's diversity and prosperity.

Program Goals

- 1. Improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance and personal opportunity;
- 2. Support local demand for goods and services through economic development;
- 3. Expand mobility choices and improve safety and efficiency of all modes of travel; and
- 4. Attract private investment through the demonstration of a public commitment to Great Street communities.

PRINCIPLES



ENERGIZE
Strengthen businesses and other local services



REFRESH
Integrate nature and create valuable open spaces



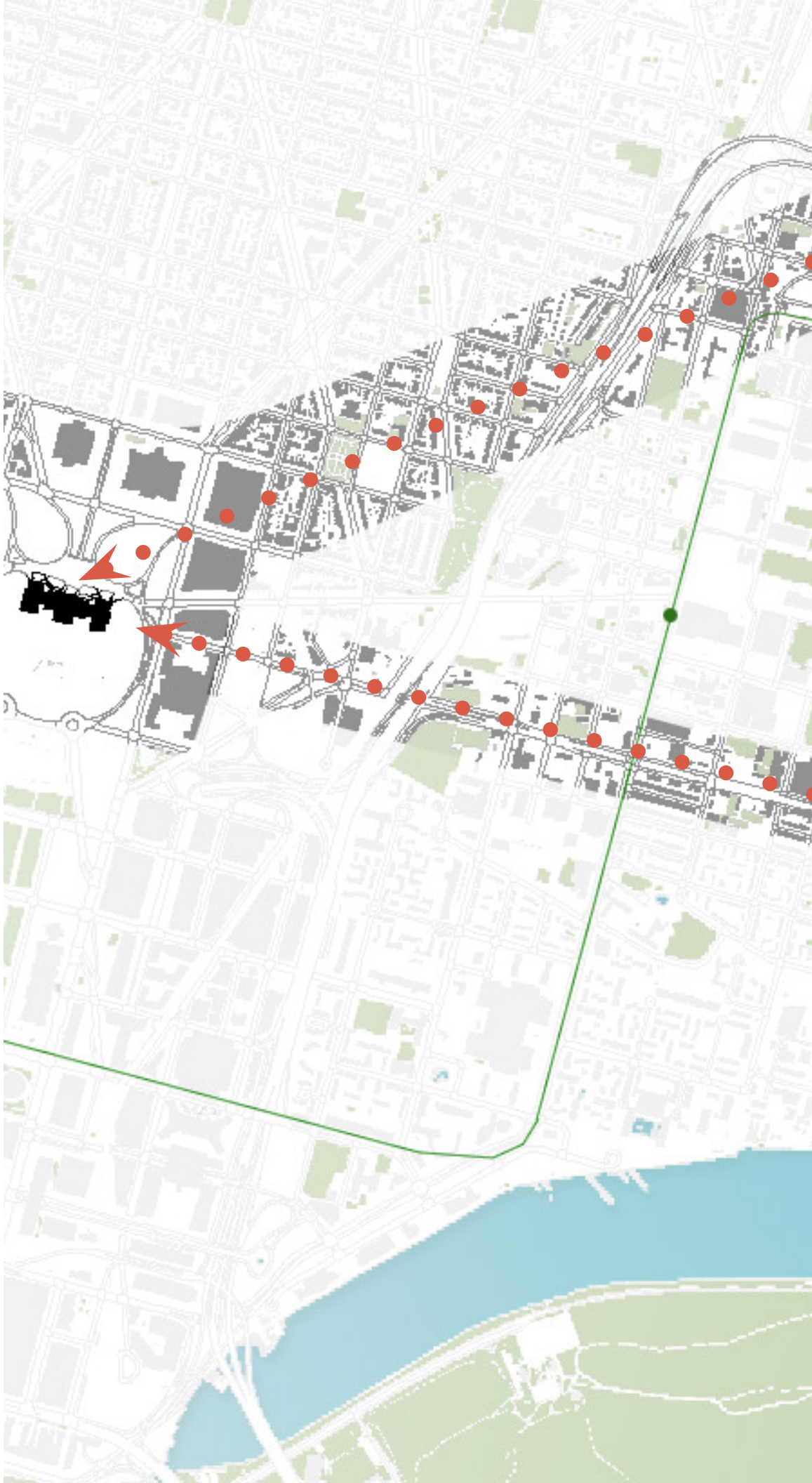
MOVE
Choices in how to travel



DISTINGUISH
Safe, vibrant places that reflect local character



CARE
Increase community ownership and participation





View of the US Capitol

A FRAMEWORK FOR CHANGE

The Martin Luther King Jr. Avenue (MLK Jr.) / South Capitol Street Corridor will be a prominent street that connects several East-of-the-River neighborhoods (Anacostia, Barry Farms, Bolling Air force Base, Congress Heights, Bellevue, and DC Village). Three neighborhood cores built on the corridor’s existing assets serve as focal areas for the surrounding communities. The corridor’s role as a major thoroughfare will be leveraged to offer retailers high exposure while improved pedestrian facilities will help reclaim the street as a neighborhood amenity.

These cores reinforce neighborhood character and offer residents distinctive pedestrian experiences, retail facilities, and access to institutions. Several new initiatives will augment the existing assets and improve the pedestrian realm along the corridor. The 11th Street Bridge, rebuilt as a multi-modal route, will offer pedestrian and transit connectivity across the Anacostia River in much the same way as the old Navy Yard Bridge did in the mid 1800’s. This will link the Historic Anacostia retail core with neighborhoods

west of the river and the revitalized areas around the Navy Yard. Developments as proposed by the Anacostia Transit Area Plan will bring new residential and commercial facilities to this core. Enhanced transit services will compliment these developments, while public art and interpretive signage will celebrate this area’s rich history. The Congress Heights and Bellevue retail cores will offer retail amenities for the surrounding neighborhoods and will be complimented by improved retail environments. Connections to sites of interest off the corridors, such as the Frederick Douglass Home and the Anacostia Museum, will be highlighted by means of way-finding signage and public art.

The District’s east boundary with Maryland will be a prominent gateway to the city, highlighted by public art and signage. The parks and other natural features that surround the corridor will be easily accessible from these neighborhood cores. Good Hope Road will offer access to the Anacostia Waterfront from the Historic Anacostia segment.

VISION

The Martin Luther King Jr. Avenue and South Capitol Street Corridor is a rich and historic African-American boulevard that connects three diverse neighborhood centers: Anacostia, Congress Heights, and Bellevue. Carefully designed vistas provide outstanding views of the Washington, D.C. skyline. Retail nodes alternate with diverse segments showcasing historic landmarks, revitalized residential communities, and abundant parkland.



Anacostia/ Barry Farms	
Community	
Extent/ Length	I-295 & Howard Road SE (3,120 Feet)
Level of Improvements	Major Reconstruction
<ul style="list-style-type: none">• Creating two-way lane configuration from north of W street SE• New sidewalk paving: Historic District standard brick• New streetlighting: #16 light pole for mid-block lighting and the Teardrop Pendant for intersections.• New street trees• Way-finding signage• Public art	



**Congress Heights & Bellevue
Neighborhood Retail**
Neighborhood Retail Center
Lebaum St SE to Alabama Ave SE (1,600 Ft)

Atlantic Street Retail
Neighborhood Retail Center
Halley Place SE to Chesapeake Street SE (2,440 Feet)

BELLEVUE

Gateway
Neighborhood
Elmira St to
Forrester St SE
(375 Feet)
Livingston Rd to
Southern Ave
(325 Feet)

Streetscape

- New sidewalk paving: Standard DC buff colored concrete, with 2'x2' score lines
- New streetlighting: #16 light pole for mid-block lighting and the Teardrop Pendant for intersections
- New street trees
- Way-finding signage
- Public art

General Enhancements

- New sidewalk paving: Standard DC buff colored concrete, with 2'x2' score lines
- New streetlighting: #16 light pole for mid-block lighting and the Teardrop Pendant for intersections
- New street trees
- Way-finding signage
- Public art

General Enhancements

- New sidewalk paving: Standard DC buff colored concrete, with 2'x2' score lines
- New streetlighting: #16 light pole for mid-block lighting and the Teardrop Pendant for intersections
- New street trees
- Way-finding t
- Public art

HISTORY AND CONTEXT

This corridor is made up of two streets, which have played important roles in the District’s history.

MLK Jr. Avenue is home to two prominent neighborhoods: Uniontown and Barry Farms. These neighborhoods thrived in the aftermath of the Civil War as African-Americans populated the neighborhoods. Uniontown, first conceived in 1854, was connected by a bridge to the Navy Yard. The neighborhood was platted as a place for Navy Yard workers to live in at a time when the ship building industry was one of the District’s largest employers. The development included a 40-foot main street called Nichols Avenue, which survives to this day as MLK Jr. Avenue. At about the same time, the now landmarked St. Elizabeth’s Hospital Campus was built as a more humane way to treat the mentally ill. Barry farms came into being as a self built neighborhood after the Civil War when African-American migrants to the city were offered land and lumber to build their own homes.

South Capitol Street, on the other hand, was conceived as part of the L’Enfant Plan for Washington, D.C. and was used as a major entry point by those arriving to the city by boat. As the nearby ship building industry thrived, the neighborhoods around this street grew. By the onset of the Civil War this street had become the backbone of Industrial Washington, D.C. However, the ceremonial role of this street was vitiated by the construction of a railroad track across it in the 1880s along Virginia Avenue. In the spate of highway building after World War II, the neighborhoods along the western banks of the river were raised to make way for an Inner Loop highway system. Today, the bridge and ramps that connect to I-295 and the street itself are a major highway with very little character that echoes the grand scheme it was originally meant to be a part of.

Figure A: (top) Birney School, Nichols Avenue SE (today MLK Jr. Avenue), March 19, 1950; (bottom) Nichols Avenue SE (today MLK Jr. Avenue), south of Morris Road, Sept. 23, 1951

Figure B: Anacostia Historic Map - Uniontown

Figure C: Anacostia Historic Map

Figure D: Aerial View - MLK Jr. Avenue, showing 11th Street Bridge and South Capitol Bridge

Figure E: MLK Jr. Avenue, looking west toward L'Enfant Square

A



B



C



D



E



EXISTING TRANSPORTATION ASSESSMENT

MLK Jr. Avenue serves as a connector route between residential areas and District access routes such as Good Hope Road and South Capitol Street. Residential activities dominate the corridor with small areas of retail and service businesses. The only major employment destination is the St. Elizabeth’s Hospital complex. Locations identified by the land use index as having the greatest interaction between households and employment include the vicinity of the following MLK Jr. Avenue cross-streets: Howard Road (Barry Farms), Alabama Avenue (Congress Heights), Danbury Street (Washington Highlands), and Southern Avenue.

Peak and off-peak congestion is at its worst where MLK Jr. Avenue approaches Good Hope Road to the north and South Capitol Street to the south where a substantial number of vehicles are entering from Kenilworth Avenue. Daily traffic volumes range from 11,000 to 38,000 per day. Other peak congestion points include MLK Jr. Avenue approaching Southern Avenue and the length of MLK Jr. Avenue through the

St. Elizabeth’s Hospital Campus. MLK Jr. Avenue bus service is dictated by the flow of vehicular traffic. The highest level of walk access to public transportation, with over 1,500 per day, can be found in the blocks immediately south of Good Hope Road and south of Oxon Run Parkway in the Washington Highlands community. The rest of the MLK Jr. Avenue Corridor has above average usage of 15-25% of all residential trips from surrounding MLK Jr. Avenue neighborhoods.

Highest activity levels for overall walk to work (over 20%) include those individuals arriving by Congress Heights Metro at St. Elizabeth’s Hospital and the Howard Street Metro area serving the Barry Farms neighborhoods. A review of high accident locations during 2002-2004 identified four intersections that have over 10 accidents per year. These cross-streets to MLK Jr. Avenue include Howard Road (19 per year), Sumner Road (14), Milwaukee Place (12), and Mellon Street (10). Parking is permitted along most of the length of MLK Jr. Avenue.

Figure A: Existing Transportation Infrastructure Map

LEGEND

Bike Lanes

Metro Entry Point

Bus Stops within 5 Minutes Walking Distance

DC Zoning - Commercial

Open Space



A

OTHER INITIATIVES AND MARKET POTENTIALS

DDOT has put forth several initiatives and plans for the MLK Jr. Avenue/ South Capitol Street Corridor, which include the Middle Anacostia River Crossings Transportation Study, Anacostia Transit Area Plan, and the Bellevue Redevelopment plan.

These plans and studies will enable the corridor to support better, stronger, and larger retailers as well as attract new residents and users into the area.

Summary of Planning/ Urban Design Study Recommendations

- Strengthen corridor with active, interesting ground floor use
- Utilize transit assets to attract new residents and users
- Overcome barriers to improve the connection between neighborhoods, parks, and across the river
- Improve pedestrian safety
- Strengthen MLK Jr. Avenue by restoring 2-way traffic
- Enhance open space with landscaped connections
- Separate local & regional traffic where feasible (11th St. Bridge)

The MLK Jr. Avenue – South Capitol Street Corridor is an extensive corridor with a variety of local market conditions. At the northern end, the area often referred to as Historic Anacostia is an aging retail and commercial core serving the broader southern and central Anacostia market. Revitalization of the retail and office base has already begun, but a significant amount of the existing commercial stock is under-utilized and unattractive.

Still, there exists today a strong pent-up demand within the local market for an improved retail and commercial core in this part of Anacostia. The corridor is also

linked to high development activity districts such as the southwest and southeast waterfronts located west of the river via two bridges. Some of this activity is expected to spill over into this corridor. The planned Anacostia Light Rail Line will have multiple stops in this corridor. When combined with the Anacostia Metro Station, numerous bus lines, ease of entry to I-295 and I-395, this corridor will have exceptional access.

The surrounding neighborhoods along the corridor comprise a mixture of single-family and multifamily residential products. In general, the housing stock is of an inconsistent quality and household incomes appear constrained. There has been some recent redevelopment and rehabilitation activity in the housing stock in the surrounding neighborhoods, which is an indication of increasing demand for higher quality housing.

The MLK Jr. Avenue – South Capitol Street Corridor will benefit from a strong demand for upgraded retail and services as well as an emerging office market. In particular, the opportunity exists to revitalize the Historic Anacostia area into a more vibrant, mixed-use core and upgrade the housing in the surrounding neighborhoods through development of vacant sites

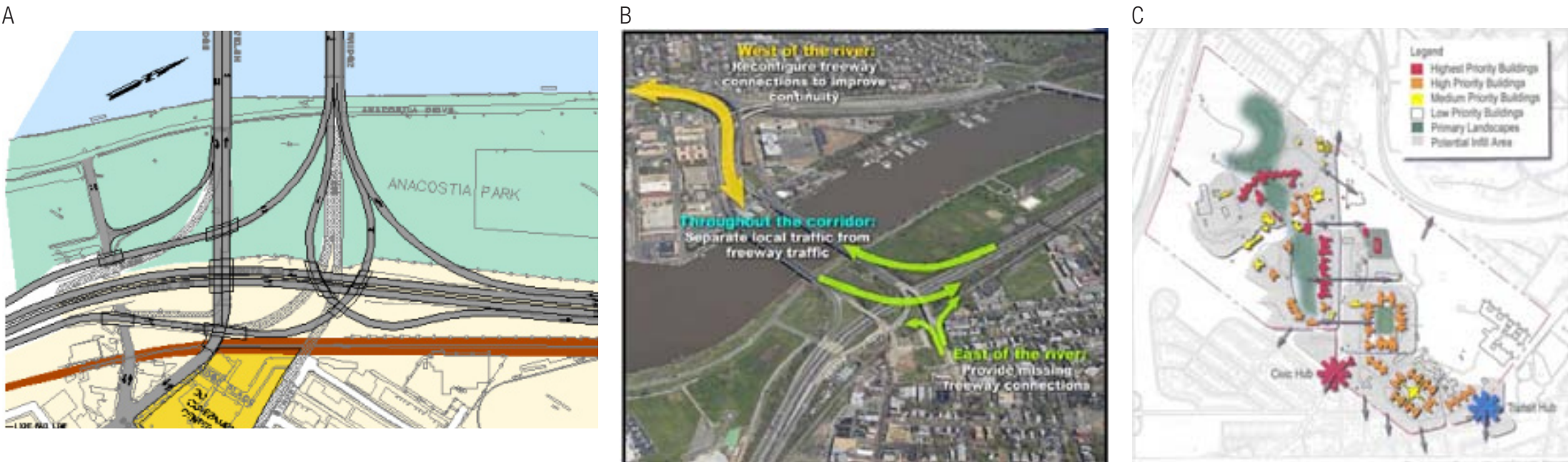
and the redevelopment and rehabilitation of existing multifamily communities. Smaller scaled neighborhood serving cores will be supportable throughout the corridor.

There exists an opportunity to continue the market trend of redeveloping or rehabilitating older multifamily properties throughout the corridor. The market will generally support garden and mid-rise development in the area with higher-density housing potentially supportable closer to mixed-use cores. While much of the new housing will likely provide for a mixture of incomes, the corridor will also have the ability to market new residential units at market prices given its proximity to the revitalizing Historic Anacostia core and its excellent transportation options. Most critically, the corridor will have the ability to offer a price alternative to more expensive established neighborhoods in the District of Columbia. A significant share of the housing demand will originate from local residents seeking housing upgrades and households moving to the District from Prince George's County and from across the river in search of a more affordable housing option. Housing development activity will increase the support for improved retail and services in the area.

Figure A: 11th Street Bridge (Middle Anacostia Crossings Transportation Study)

Figure B: Anacostia Waterfront Initiative

Figure C: Development Opportunity and Capacity Diagram (St. Elizabeth Hospital Framework Plan)



Areas of Investment

Minnesota-Good Hope: The intersection of Good Hope Road with Minnesota Avenue is characterized by older retail and commercial buildings. Stronger residential character predominates to the east. The most significant share of retail and commercial use is expected to concentrate along MLK Jr. Avenue, but Good Hope Road will capture some of the spillover retail and commercial demand from this adjacent core. This corridor will experience a strong housing demand over time due to its proximity to a revitalized Historic Anacostia, conventional community and neighborhood-serving retail at the intersection of Good Hope Road and Alabama Avenue, the planned Anacostia streetcar, and the multitude of other transportation options.

Historic Anacostia: Based upon current market developments and future market trends, the revitalized Historic Anacostia core will have the opportunity to restore its status as an urban mixed-use main street. The near-term development activity will focus at the northern and southern ends of the corridor, leveraging the existing retail, office base, and historic character at the northern edge, and the significant development

activity planned around Anacostia Metrorail Station at the southern edge. Over time, these two sub-cores will be linked by infill retail, office, and multifamily residential redevelopment. The retail experience in Historic Anacostia will initially serve as a niche of boutique shops and restaurants so that it does not directly compete with existing or planned conventional retail developments at Good Hope Road and Alabama Avenue; however, over time, the retail experience will likely be expanded to accommodate more significant neighborhood-serving retailers.

Poplar Point: Poplar Point is a major redevelopment site of approximately 120 acres that is currently owned by the federal government, but likely will soon be transferred to the Anacostia Waterfront Corporation (AWC) for redevelopment. The site will obviously be able to accommodate a significant amount of development, which will have a strong impact – both positively by creating development momentum and critical mass and negatively by creating competition for a somewhat finite pool of demand - on the MLK Jr. Avebue Corridor.

St. Elizabeth’s West: St. Elizabeth’s West is a major redevelopment site whose planned development is unknown. The St. Elizabeth’s west site will be the destination of a large federal tenant seeking a secure facility. It is estimated that approximately 14,000 employees will be relocated to the site by 2015, which would significantly impact supply and demand conditions in this and adjacent corridors. A large federal tenant, even if isolated in a secure facility, would add thousands of employees who would increase demand for retail, services, and housing in this area.

MLK Jr.-Malcolm X Intersection: There will be an opportunity to improve the local retail base at this intersection, targeting households in the surrounding neighborhoods. The scale and character of the improved retail will be relatively small so that it will not compete with the more significant retail in cores to the north. Infill residential development opportunities, both within this Investment Area and in surrounding neighborhoods, will also increase over time. The housing will likely target a mixture of incomes.

South Capitol-Mississippi: A small, struggling retail core exists at this intersection and there will exist an opportunity to improve the quality of this retail over time as the demographic of the local neighborhood improves. Infill, mixed-income, and market-rate housing will also represent a strong market opportunity as proven by the successful development of the market-rate Danbury Station townhomes.

South Capitol Gateway: A small retail concentration currently exists at the southern gateway to this corridor and due to new housing development and improved demographics in the surrounding neighborhoods, over time, this retail core will improve. However, this retail core will remain a small, local-serving retail core, especially considering competition from larger, neighborhood-serving cores to the north and across the border in Prince George’s County.

Figure A: Area of Potential Market Growth



A

TRANSPORTATION RECOMMENDATIONS

Transportation recommendations have been developed for each corridor and are defined in four modal parts: pedestrian, bicycle, transit, and vehicular.

MLK Jr. Avenue will continue to serve as a connector route to major east-west connectors into the District’s core. With an anticipated growth rate of 2% per year for the next 30 years, peak period congestion issues will continue to expand along the corridor from current major traffic problem areas including: the merging of MLK Jr. Avenue with South Capitol Street, along MLK Jr. Avenue through the St. Elizabeth’s Hospital Campus, and at Good Hope Road to the 11th Street Bridge.

Right of Way Configuration:

- Sections A through D below show the options for the right-of-way configurations.
- In section B, the improvements create two travel lanes in each direction, maintaining at least two travel lanes in each direction through the length of the corridor.

Pedestrian Facilities:

- Sidewalk improvements, including high visibility crosswalk construction, is recommended for:
 - South Capitol Street at MLK Jr. Avenue to Atlantic Street;
 - South Capitol Street from 1st Street through the Oxon Run Parkway to Southern Avenue.
- Bulb-out sidewalk improvement construction is recommended for:
 - MLK Jr. Avenue near the 11th Street Bridge between Good Hope Road and Howard Street;

- MLK Jr. Avenue between St. Elizabeth Hospital, Portland Street to Waclark Place, including an adjoining section of Alabama Avenue.

Bike Facilities:

- Bicycle lanes are only recommended for the center portion of the corridor and are recommended for MLK Jr. Avenue from the St. Elizabeth’s Campus to approximately Atlantic Avenue (to be integrated with the Bicycle Master Plan).

Transit Facilities:

- DDOT Mass Transit Administration is currently completing detailed streetcar forecasts that include high quality enhanced transit options for the entire length of MLK Jr. Avenue from the Congress Heights Metro on Alabama Avenue north to Good Hope Road. Of primary importance to the MLK Jr. Avenue Corridor is the streetcar section between Good Hope Road, Howard Road, and the Anacostia Metro.

Note: Further study recommended for Right-of-Way allocation

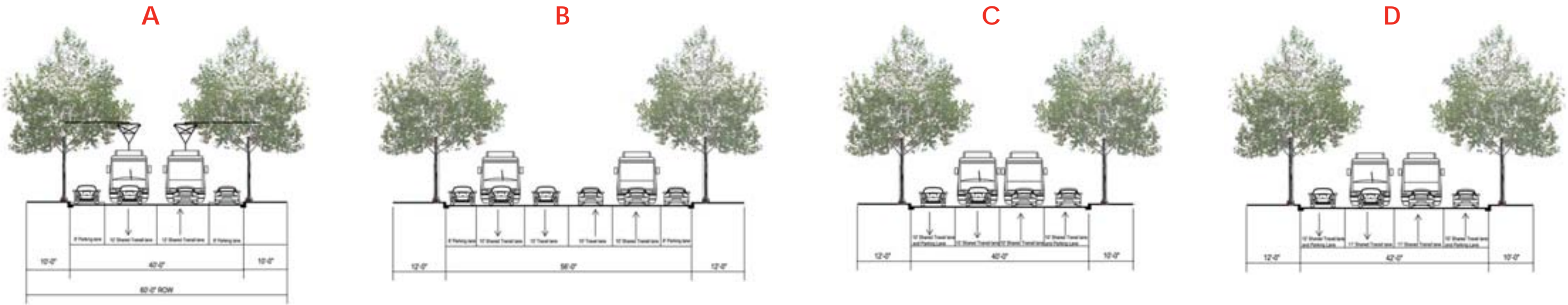


Figure A: Transportation Recommendations Map



- Reviewing the WMATA results that pivot off of the MWCOG model, the traffic model estimated 4,000 daily streetcar boardings for this section of the route.
- A feeder bus system is recommended prior to the completion of the streetcar route to facilitate residential access to the existing bus service and metro.
- Recommended feeder routes for MLK Jr. Avenue include:
 - From Southern Avenue along South Capitol Street
 - Firth Sterling Avenue
 - Anacostia Metro
 - Congress Heights Metro along Alabama Avenue to bus service on MLK Jr. Avenue

Vehicle/Parking Facilities:

- Signal coordination and transit signal prioritization should be reviewed and implemented.
- Vehicular recommendations center on improving MLK Jr. Avenue to more closely resemble a main street destination location rather than a cut-through route from the 11th Street Bridge.
- Shared peak travel/off-peak parking lanes are proposed to encourage retail development, and would operate the length of South Capitol from Chesapeake Street to Atlantic Avenue and MLK Jr. Avenue from Atlantic Avenue to Xenia Street. This section would be reduced to one lane in each direction during the off-peak with no parking restrictions near transit stops. A traffic assessment should be conducted to determine impacts on traffic operations.
- Current studies are looking at new ramp configurations at the 11th Street Bridge which will change the traffic patterns in the vicinity of MLK Jr. Avenue and Good Hope Road which is in need of improvement related to bus turning radii in general use traffic lanes.

- The one-way section of MLK Jr. Avenue between Good Hope Road and Howard Street should be converted to a two-way street with one lane in each direction and be the primary focus area for the corridor’s main street.
- Public parking options at the new DDOT Gateway Complex during non-work hours should be explored.
- General use lanes are proposed to be shared with streetcar options. With the exception of the section of MLK Jr. Avenue at St. Elizabeth’s Campus, this will leave one lane in each direction.
- WMATA is currently investigating the operational requirements of streetcar service in general use lanes where the streetcar would pull over into the curb-shared travel/parking lane to pickup and discharge passengers.
- On-street parking must be maintained at least in non-peak periods to support retail success. Angled parking could be explored if it results in greater parking resources, particularly in the Anacostia Main Street area.



HISTORIC ANACOSTIA/BARRY FARMS

Extent:

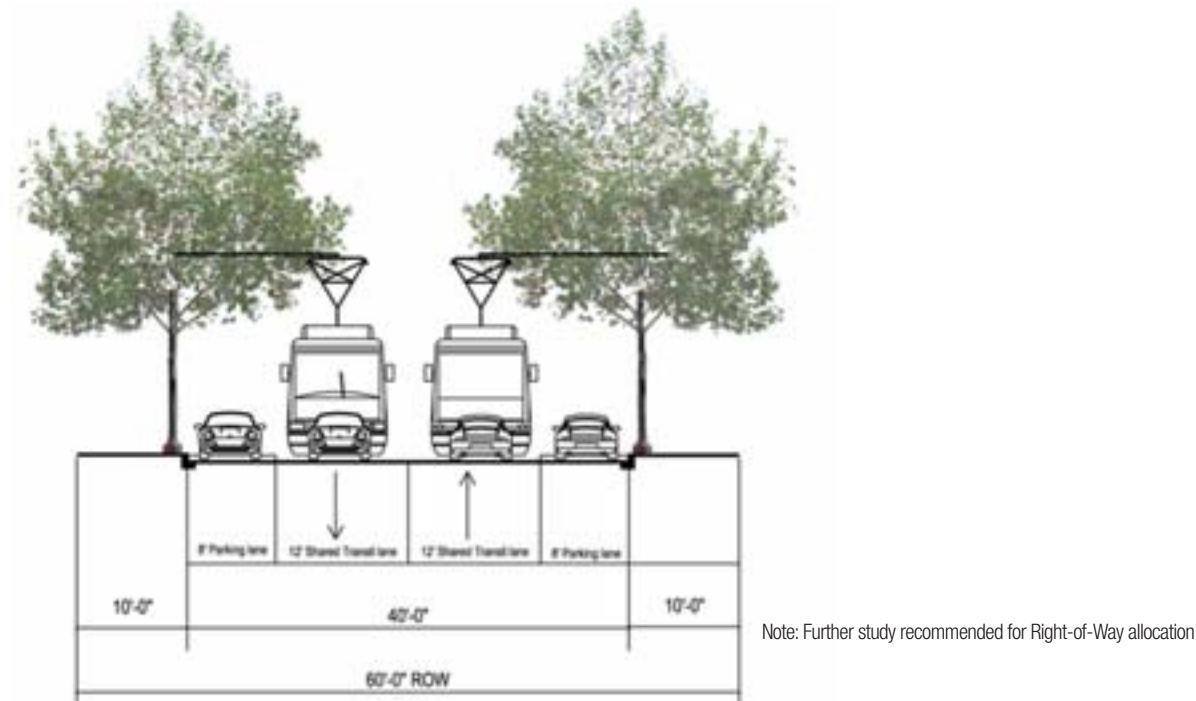
I-295 & Howard Road SE

This segment lies in the Anacostia Historic District and is surrounded by low-density residential development to the east and the I-295 Corridor to the west, which cuts it off from the Anacostia Waterfront. North, across the river, lies Capitol Hill, accessible by the 11th Street Bridge. At the southern end of the segment is the Anacostia Metro.

After the 11th Street Bridge is re-built as a multi-modal connector and streetcar services commence, the segment becomes an easily accessible place with its rich historic context, retail and transit facilities, and narrow, pedestrian-friendly right-of-way, serving as a draw for the diverse communities that are around it.

The segment will be a walkable, main street environment that is well-lit by new streetlights, has enhanced crosswalks, excellent transit facilities, and public art. Free standing sculpture at the base of the 11th Street Bridge will announce the entry to the segment and to the neighborhood. The Chair at W Street will be well lit with improved interpretive signage.

The physical environment along Good Hope Road will be enhanced to provide access to the waterfront. The intersection at Howard Street, near Anacostia Metro, will be enhanced with additional lighting and public art that announces the neighborhood. Way-finding signage will direct visitors to places of interest such as the Anacostia Museum, Morris Road, and the Frederick Douglass Home.



Before (see below):
MLK Jr. Avenue SE and W Street SE

After (facing page):
Enhanced transit facilities, new streetlighting, public art, and improved sidewalks create a lively, vibrant environment for this important node along MLK Jr. Avenue SE.





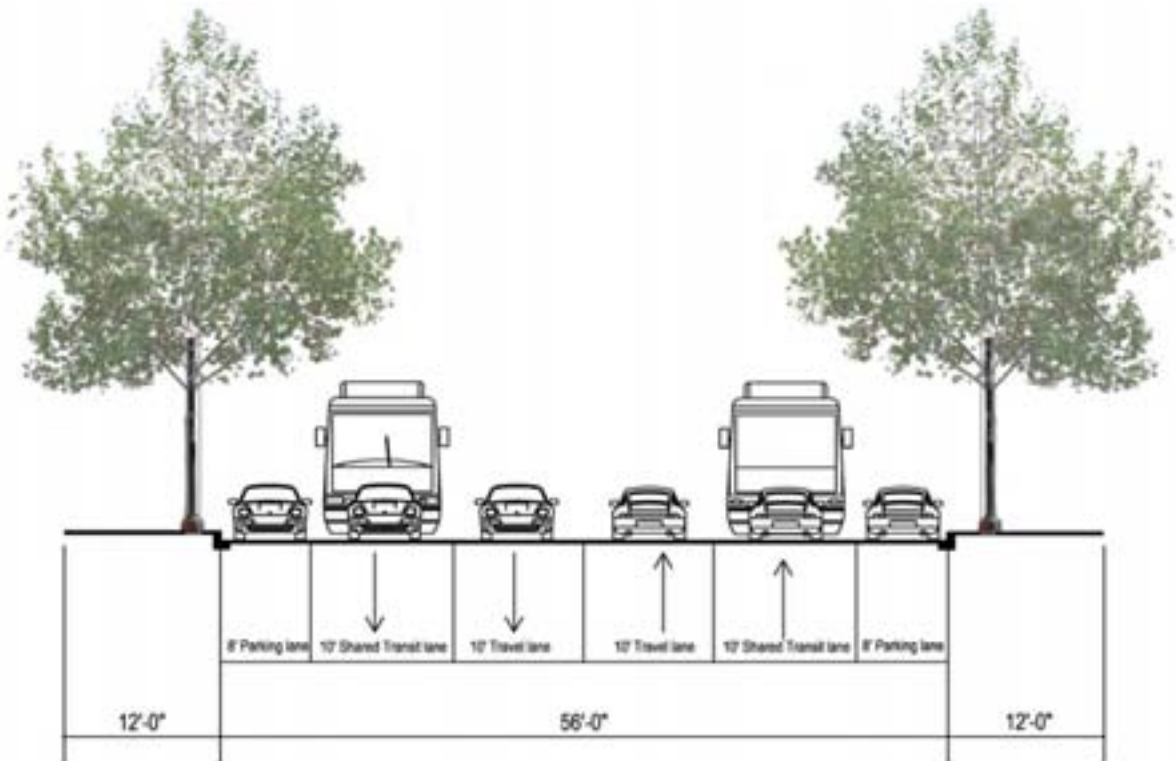
CONGRESS HEIGHTS AND
BELLEVUE NEIGHBORHOOD
RETAIL

Extent:
Lebaum Street SE to Alabama Avenue SE

Just south of the St. Elizabeth’s Campus, this segment is surrounded by the Congress Heights Community and is within walking distance of parkland to the west. The intersection at Alabama Avenue has a small pocket park and is surrounded by historic structures and schools. Plans to redevelop St. Elizabeth’s Campus will bring new patrons for the retail facilities of the segment.

Wide sidewalks compliment the businesses at this important community retail node.

Higher levels of pedestrian lighting with repaved sidewalks and a furnishing zone with pedestrian facilities such as benches and bike racks, make this a place to gather in. The pocket park at the intersection of Alabama Avenue and MLK Jr. Avenue is redesigned with public art that announces the neighborhood. New street trees and other landscape elements soften the edge of the park, and benches offer places to sit.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
MLK Jr. Avenue SE near Alabama Avenue SE and 5th Street SE

After (facing page):
Enhanced transit facilities, new streetlighting, public art, and improved concrete sidewalks create a lively, vibrant environment for this important node along MLK Jr. Avenue SE. Open spaces are well landscaped and maintained and provide places to sit and gather for members of the surrounding community.





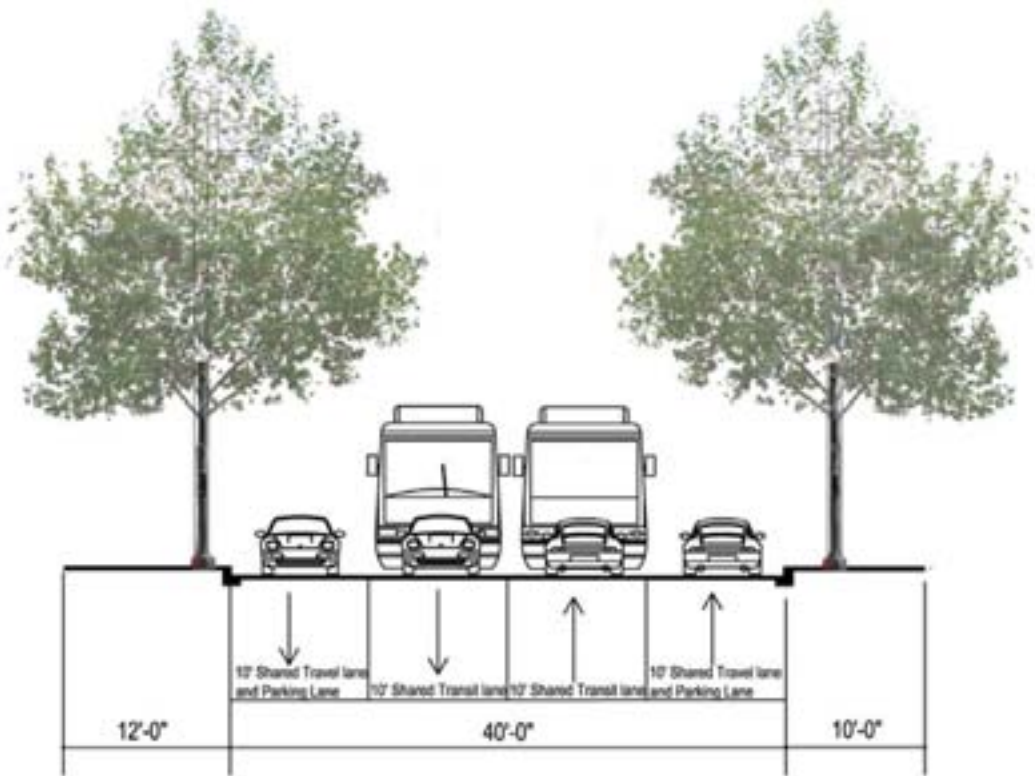
ATLANTIC STREET RETAIL

Extent:
Halley Place SE to Chesapeake Street SE

Located near the major intersection of South Capitol Street and MLK Jr. Avenue, this segment has high visibility and serves as a focal point for the Bellevue neighborhood. The retail stretch between Atlantic Street and Chesapeake Street is an important resource for the residential areas around the segment.

Furnished sidewalks offer benches and bike racks for patrons of the retail facilities. The wide sidewalks are repaved and the furnishing zones are finished with unit pavers. Enhanced streetlighting and crosswalks, especially at the intersection of South Capitol Street and MLK Jr. Avenue, make access to the neighborhood retail safer.

Streetscape elements should be developed from the streetscape elements in the Enhanced Areas section.



Note: Further study recommended for Right-of-Way allocation



Before (see below):
South Capitol Street near Brandywine Street SE

After (facing page):
Improved pedestrian amenities such as crosswalks, furnishings, and concrete sidewalks create a pleasing shopping environment for this neighborhood retail node.



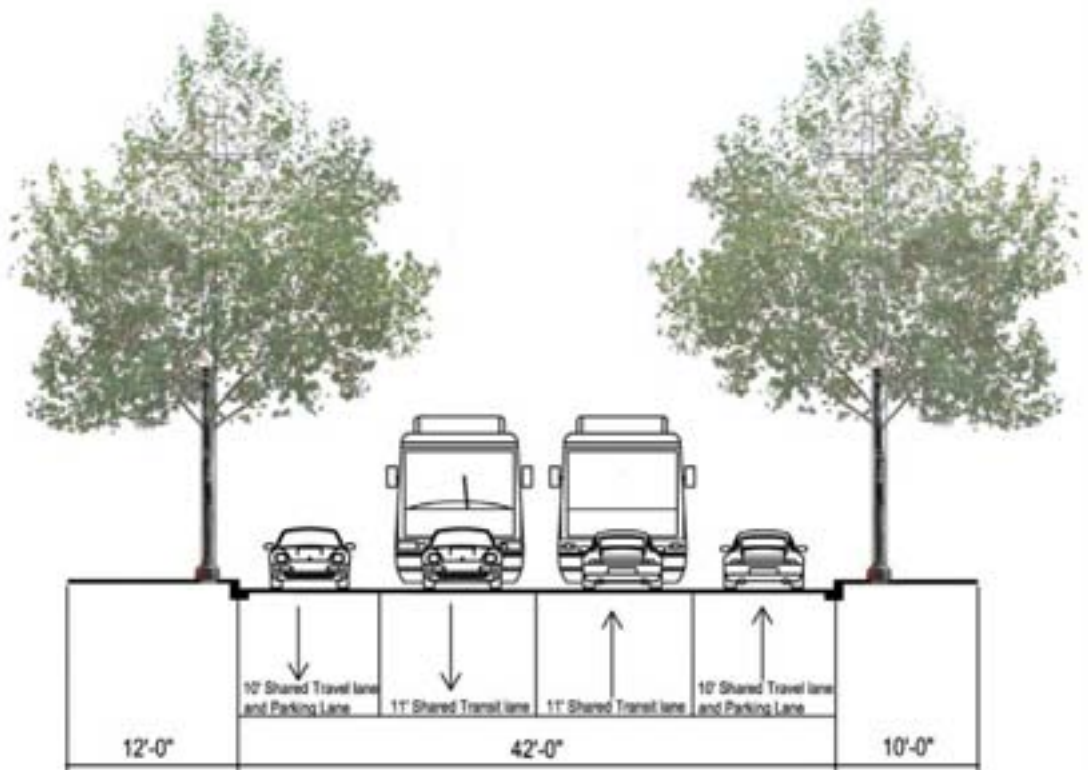
BELLEVUE GATEWAY SEGMENT

Extent:
**Elmira Street SW to Forrester Street SW and
Livingston Road SE to Southern Avenue**

These segments lie near the District's border with Maryland. The retail stretch between Elmira and Forrester Streets offer amenities for the residents in the vicinity. The retail area between Livingston Road and Southern Avenue offers large format retail facilities and forms the transition from Maryland to the District.

Public art and enhanced signage at the Southern Avenue intersection emphasizes the entry to the District. The sidewalks are planted with trees and other landscape elements that soften the appearance of the hard-paved surfaces in front of the retail facilities. Between Elmira and Forrester Streets, crosswalks and street lighting will be enhanced with additional trees and benches to make this segment easy to get to and comfortable to be in.

Streetscape elements should be developed from the streetscape elements in the Enhanced Areas section.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
South Capitol Street at Elmira Street SE

After (facing page):
Improved pedestrian amenities such as crosswalks, furnishings, and concrete sidewalks create a pleasing shopping environment for this neighborhood retail node and reinforce the entry to the District.





TYPICAL

STREETSCAPE TREATMENT

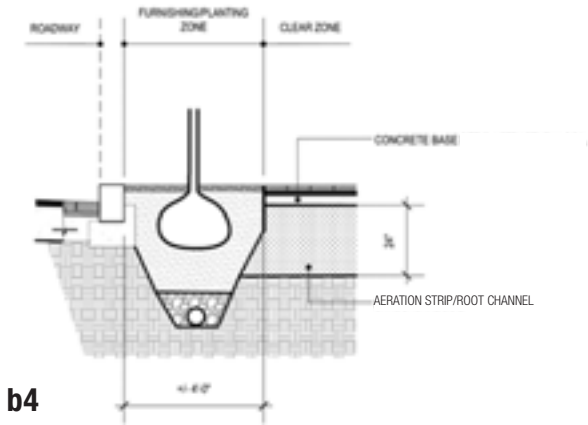
These guidelines are written with careful consideration of the ongoing efforts of the city and private developers in the area. The goal is to build upon them and to integrate efforts for maximum and successful results. The streetscape materials and furnishing recommendations should be used as the building blocks to create a unique public environment in conformance with existing District standards.

The streetscape typology emphasizes commercial segments at neighborhood, community, and regional levels which will be treated with the streetscape elements for **Enhanced Areas**. The street environment along park residential areas will be treated in accordance with the **Typical** streetscape elements.

These elements should be used in residential, minor retail, and park areas. Where Historic District designations apply, these standards will be superseded by the District’s Historic District standards.



b2



b4



Private - width varies

Sidewalk - width varies

Walkway Zone Minimum 4'-0"

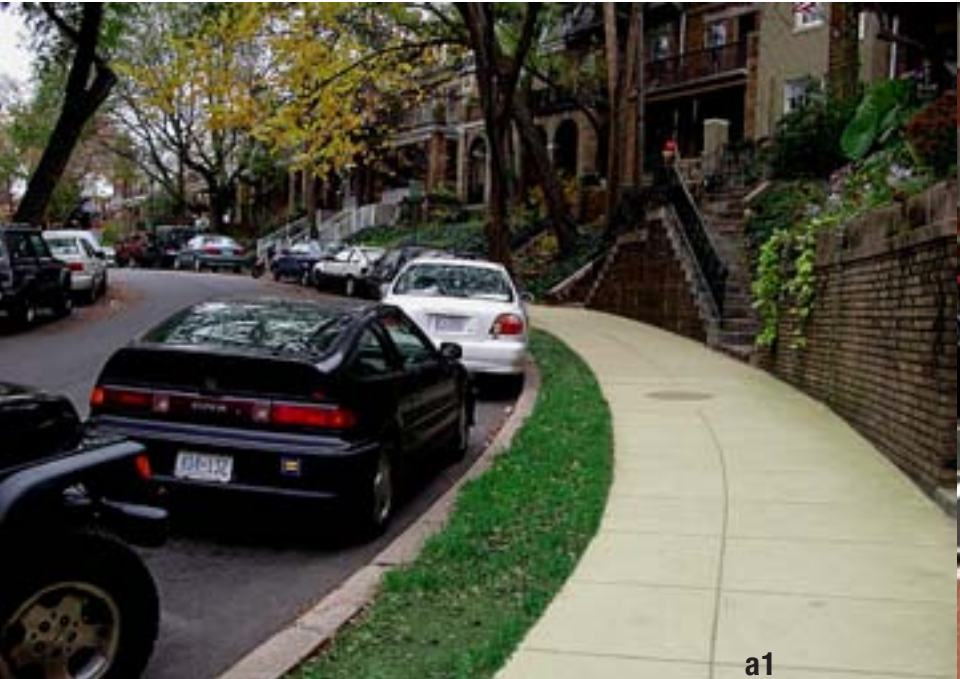
Furnishing/Planting Zone Minimum 4'-0"

Roadway - number of lanes varies

- Paving (a1)**
Standard DC buff colored concrete
- Paving (b1)**
Grass planting strip/pervious unit pavers
- Streetlight (b2)**
#16 light (mid block)
Teardrop pendant (intersection)
- Furnishings (b3)**
Trash bin
- Landscaping (b4)**
Red maple
Contiguous tree root zone
- Paving (c1)**
Designated parking lane - unit pavers
Crosswalk - Thermo plastic "piano striping"
- Curb & Gutter (c2)**
Granite curb
Brick gutter
Median treatment
Curb cuts & driveways - concrete ramps, contiguous sidewalk finish
ADA ramps - concrete ramps with truncated dome unit pavers



c1



a1

ENHANCED



Roadway - number of lanes varies

Sidewalk - width varies

Furnishing/
Planting Zone
Minimum 4'0"

Walkway Zone
Minimum 4'-0"

Spill Zone
(optional)

Paving (c1)

Designated parking lane - unit pavers
Crosswalk - stamped concrete

Pedestrian & Traffic Safety (c2)

Sidewalk extension (when feasible)
Bus shelter

Curb & Gutter (c3)

Granite curb
Brick gutter
Curb cuts & driveways - concrete ramps,
Contiguous sidewalk finish
ADA ramps - granite ramps with
truncated dome unit pavers

Paving (b1)

Unit paver to match
sidewalk color

Streetlight (b2)

#16 light (mid block)
Teardrop pendant (intersection)

Furnishings (b3)

Seating
Custom designed bike racks
Free standing sculpture
Centralized parking meters
Bus shelters

Landscaping (b4)

London planetree/ Chinese
pistache/ Japanese tree lilac
Planter edging
Maintain contiguous tree root zone

Signage (b5)

Custom design street sign attachments

Paving (a1)

Standard DC Buff
colored concrete
Brick in historic districts

Furnishings (a2)

Access cover insets

Paving (d1)

Standard DC buff colored
concrete
Brick in historic districts

Furnishings (d2)

Seating & planter boxes
provided by businesses



a1



a1



b2



b3

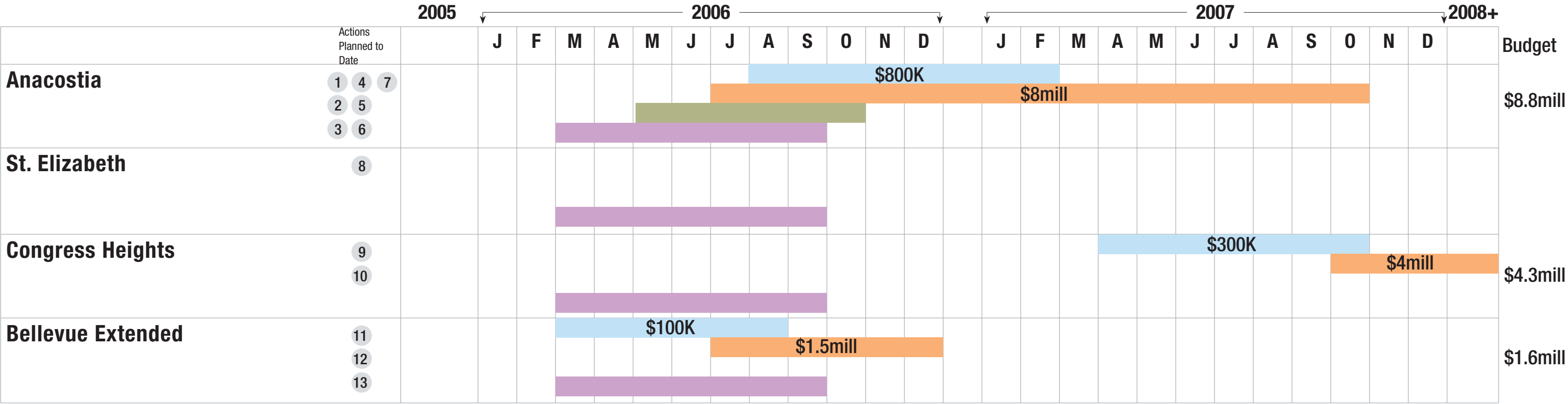


c1



b3

Action Plan

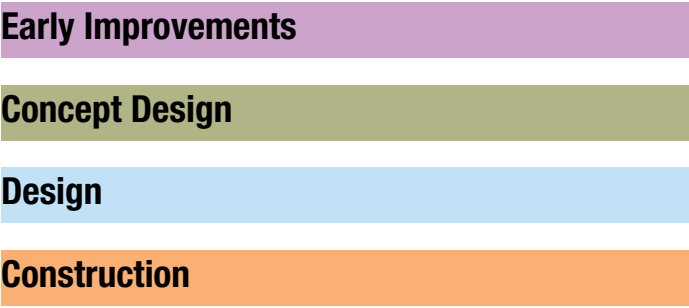


Concept Design1.2 Mill

Early Improvements350 K

Total15.2 Mill

(Includes other funding).



Actions Planned To Date

- 1

Action: 11th Street Bridge/East Washington Traffic Improvement

Location: 11th Street Bridges over Anacostia River

Description: Add ramps to 11th Street bridge to improve region-to-region and neighborhood-to-neighborhood connections and improve transportation system mobility.

Other Funding: \$30,000 (East Washington Traffic Relief)
- 5

Action: MLK/GHR Streetscape Improvement

Location: GHR and Minnesota to MLK Jr. Avenue and Howard Road

Description: Construct streetscape improvements including sidewalks, lighting, improved signage, landscaping, and placemaking.

Great Streets Funding: \$8 million

Related Projects: Anacostia Gateway, Middle Anacostia Crossings, Streetcar
- 9

Action: MLK - Congress Heights Segment Streetscape Design

Location: St. Elizabeth's to South Capitol Street

Description: Complete engineering design for streetscape improvements including sidewalks, lighting, improved signage, landscaping, and placemaking.

Great Streets Funding: \$400,000

Other Funding: TBD
- 2

Action: Anacostia Streetcar

Location: South Capitol, Fifth Sterling, Howard Road, MLK Jr. Avenue, and GHR

Description: Street-running streetcar system to improve local mobility and expand economic development.

Other Funding: TBD

Related Projects: Revitalization Plan, Anacostia Gateway Study, and Middle Anacostia Crossings
- 6

Action: MLK/GHR Interim Improvements

Location: GHR and Minnesota to MLK Jr. Avenue and Howard Road

Description: Working with Main Street Anacostia to develop projects for neighborhood improvement and beautification including banners, merchant signs and other beautification projects.

Great Streets Funding: \$25,000

Related Projects: Main Streets
- 10

Action: MLK - Congress Heights Segment Streetscape Construction

Location: Howard Road to Congress Heights

Description: Construct streetscape improvements including sidewalks, lighting, improved signage, landscaping, and placemaking.

Great Streets Funding: \$4 million

Other Funding: TBD
- 3

Action: Anacostia Transit Station Public Art

Location: MLK, GHR, Minnesota Avenue, and Pennsylvania Avenue

Description: \$100,000 DCCAH commitment to fund public art at up to 5 streetcar stations to enhance local character, create special places, and increase the enjoyment of the transit system.

Other Funding: \$100,000 (DCCAH)

Current Status: Artist selection November 7th
- 7

Action: MLK/GHR Near-Term Improvement: 2-way traffic flow on MLK Jr. Avenue

Location: MLK Jr. Avenue and 13th Street SE between Good Hope Road and W Street

Description: restore 2-way travel on MLK and 13th Street between GHR and W Street SE to support local merchants, economic development and traffic calming.

Other Funding: TBD

Related Projects: Main Streets
- 11

Action: Bellevue Streetscape Extension Design

Location: Galveston Street to Southern Avenue

Description: Signal improvements, pedestrian lighting, sidewalk maintenance and repair, pedestrian safety improvements.

Great Streets Funding: \$100,000
- 12

Action: Bellevue Streetscape

Location: MLK to Galveston Street

Description: Installation of Washington Globe pedestrian lighting banners. Part of the Hot Spot initiative funded with DHCD resources.

Other Funding: \$1.9 million

Related Projects: Hot Spots Initiative
- 4

Action: MLK/Good Hope Road Streetscape Design

Location: GHR and Minnesota to MLK Jr. Avenue and Howard Road

Description: Complete engineering design for streetscape improvements including sidewalks, lighting, improved signage, landscaping, and placemaking.

Great Streets Funding: \$800,000

Related Projects: Anacostia Gateway, Middle Anacostia Crossings, Streetcar
- 8

Action: MLK - St.Elizabeth's Segment Streetscape Improvements

Location: Howard Road to Congress Heights

Description: Working with GSA and OPM on design of East and West campuses of St. Elizabeth hospital to ensure appropriate design improvement of MLK Jr. Avenue frontage and Great Streets.

Other Funding: TBD

Related Projects: St. Elizabeth's Campus Master Plan
- 13

Action: Bellevue Streetscape Extension Construction

Location: Galveston Street to Southern Avenue

Description: Signal improvements, pedestrian lighting, sidewalk maintenance and repair, street tree maintenance, and pedestrian safety improvements.

Great Streets Funding: \$1 million

ACKNOWLEDGEMENT

COMMITTEE ADVISORY TEAM

Adam Maier: Office of Councilmember Schwartz
James Slattery: Office of Councilmember Schwartz
Velda Bell: Office of Councilmember Barry
Dawn Slonneger: Office of Councilmember Gray
Rhonda Young: Office of Councilmember Gray
Skip Coburn: Office of Councilmember Ambrose
Dee Smith: Office of Councilmember Orange
Denise Johnson: National Trust for Historic Preservation
Dominic Moulden: Manna, CDC
Betty Newell: East Central Civic Association
Alexander Padro: Shaw Main Street/ANC 2C
Paul Ruppert: Mt. Vernon Square Business Association
Armond Spikell: Roadside Development
Leroy Thorpe: ANC-2C, Chair
Maybelle Bennett: Howard University
Sinclair Skinner: Lower Georgia Avenue Business Development Corp
Myla Moss: ANC1B-01/LeDeroit Park Civic Assoc.
Ali Muhammad: ANC 1A-Economic Dev
David Jannarone: Petworth Action Committee
Andrew McGilvray: United Neighborhood Coalition
Garrett Pressick: North Columbia Heights Civic Association
Timothy Jones: ANC4C08
Jourdinia Brown: ANC 4A, Chair
Tony Giancola: Gateway Coalition, Inc
Marc Loud: Gateway Georiga Avenue Revitalization Corporation
Artie Milligan: Georgia Avenue Gateway
Daniel Pernell: ANC 6C04, Commissioner
Cody Rice: ANC 6A, Commissioner
Anwar Saleem: Chairperson, H Street Main Street
Brenda Artis: Miner Elementary School
Kathy Henderson: 5B10, Commissioner
Gladys Mack: ANC 6A, Commissioner
Bill Myers: 5B1, Commissioner
Frazier Walton: Kingman Park Neighborhood Association

Johnny Gaither: River Terrace Community Organization
Adrian Hasty: 7D04, Commissioner
Dorothy Douglass: 7D Chair, Commissioner
Cheryl Cort: Washington Regional Network for Livable Communities
Graylin Presbury: Fairlawn Citizens Association
Carrie Thornhill: Marshall Heights Community Development Organization
Carl Cole: Anacostia Waterfront Corporation Board
Diane Fleming: Anacostia Garden Club
Butch Hopkins: Anacostia Economic Development Corporation
Raymond Keith: ANC 7B, Chair
Phillip Panell: Anacostia Coordinating Council
Yavocka Young: Main Street Anacostia
Al Williams: Ward 8 Business Association
Vera Abbott: Bellevue Neighborhood Civic Association
Sandra Seegars: ANC 8E
Ian Tyndall: Washington Parks and People
Robin Marlin: 7B, Commissioner
Yvonne Moore: Pennsylvania Avenue Task Force
Harriette Hartmann: Small Business (East of the River Travel)
Richard Hawkins: Penn Branch Civic Association
Barbara Morgan: Pennsylvania Avenue Task Force
Vincent Spaulding: 7B04, Commissioner
Akili Cooper: Fort Davis Civic Association
Maurice Perry: Hillcrest Civic Association/EOR CDC
Louise Brodnitz: Walter Reed Army Medical Center
Paul Savage: Pennsylvania Avenue Task Force
Skip Coburn: Office of Councilmember Ambrose
Wendy Rahim: Office of Councilmember Evans
Ronald Austin: Office of Councilmember Fenty
Kimberley Johnson: Office of Councilmember Graham

CORE GROUP

Karina Ricks: *District Department of Transportation - Great Streets Program Manager*

Derrick Woody: *Office of the Deputy Mayor for Planning and Economic Development - Coordinator, Great Streets Initiative*

Rosalynn Taylor: *Office of Planning - Associate Director for Neighborhood Planning*

Drew Becher: *Office of Planning - Deputy Director*

Tara Jones: *Interim Director - Office of Neighborhood Services*

John Deatrick: *District Department of Transportation, IPMA- Deputy Director, IPMA Chief Engineer*

Kathleen Penney: *District Department of Transportation, IPMA- Deputy City Engineer*

Douglas E. Noble: *District Department of Transportation, TSA Associate Director, District Traffic Engineer*

CONSULTANTS

Ehrenkrantz Eckstut & Kuhn Architects
Lead, Urban Design and Public Realm
Howard Decker, FAIA, Project Director
Matthew Bell, AIA, Principal-in-Charge
Kiran Mathema, Project Manager
Prashant Salvi, Urban Designer/ Planner
Liang Liang, Urban Designer/ Planner
Samar Maqusi, Urban Designer/ Planner
Abbie Cronin, Urban Designer
Henry Asri, Urban Designer

Michael Baker Jr., Inc.
Transportation and Traffic
Victor Siaurusaitis, Principal
Tony Hofmann, Project Manager
Feng Liu, Technical Manager
Derek Miura, Planner
Rajan Paradkar, Web Site Designer
Jianyun Li, Computer Programmer
Mark Makin, CADD Technician
Kim Leduc, Content Coordinator

Robert Charles Lesser
Market Analysis
Len Bogorad, Managing Director
Marc McCauley, Vice President
Peter McLaughlin, Senior Associate
Michelle Loutoo, Associate

Timothy Wells, Illustrator

CONTACT
Karina Ricks, AICP
Great Streets Program Manager
District Department of Transportation
Karina.Ricks@dc.gov
(202) 671-2542

